



PASSAGE PLAN

Voyage №

2014 032

Cargo: COCOA BEANS (BAGGED) -

Any special cargo stowage/carriage restrictions: **Negative**

If there are any special ship operational requirements for the passage: **Negative**

From: SAN PEDRO - IVORY COAST				To: PHILADELPHIA - USA			
<div>Ship's Agent:</div> <div>Somitrex Logistics Immeuble les Dunes 30 BP 694 Abidjan 30 Ph. +225 21003582 Ph. +225 46004537 somitrex.log@afnet.net</div>				<div>Ship's Agent:</div> <div>G.M. Richards Enterprises phn. +1-610-909-4399 (24 hrs) gmreecoast@gmreshipagent.com mic: Mr. Rodney Richards</div>			
Date of departure: 21.05.2014				Date of arrival: 04.06.2014			
Pilot boarding position from shore				Pilot boarding position 38 47.55N 75 01.80W			
Station San Pedro pilot				Station Cape Henlopen Pilot			
Communication: VHF 12				Communication: VHF 14, 16, 13			
Total distance: 4439.06		Estimated sea speed: 12.5		Total steaming time, days		14.8	
Sailing Draft : FWd 5.60		Aft 7.30		Air draught, m		35.2	
Arrival Draft: FWd 5.60		Aft 7.30		Air draught, m		35.2	

Calculation of minimum sufficient depth at sea, in metres:

Fresh water allowance, m	T max	7.30	
Shallow water squat ($H \leq 1,4T$), m	ΔT_{fw}	0.20	
Draft increasing in depend of waves/swell	ΔT_{sq}	1.30	$\Delta T_{sq} = K(0,1 \times V)^2 \quad K=0,7$
Draft increasing in depend of list (storm)	ΔT_{wave}	1.50	$\Delta T_{wave} = 0,6 \times h_{wave} \text{ (5 Bft - abt 2.5 m)}$
Min. underkeel clearance, m	ΔT_{list}	1.85	$\Delta T_{list} = 0,008 \times B \times \Theta^\circ \text{ (10°)}$
	ΔT_{ukc}	0.70	*Especial underkeel clearance
Required minimum depth, m		12.85	as per local rules

Clearance from land, shoals and other dangerous objects: **min 2 nm**

Max. speed at narrow/shallow water while overtaking or passing other vessels ($H \leq 1,4T \quad 6 \leq L/B \leq 9$):
$V_{critical} = 0,6 \sqrt{gH}$; min critical distance $> 3B$; $g = 9,8 \text{ m/s}$ V = 6,5 knts d min = 70 mtrs

Required bunker calculation:

BROB on departure:	IFO	560	MGO	34.2	F/Water	123
Bunker to be taken in voyage:	IFO	0	MGO	0	F/Water	0
Daily consumption at sea:	IFO	20	MGO	0	F/Water	4
Stormy weather bunker reserve (2 days) IFO		40				
Required quantity for voyage:	IFO	336		0	F/Water	59

Whether the bunker is sufficient for present voyage

IFO - Yes MGO - Yes F/Water - Yes

Comments:

All vital information is to be taken from nav. charts and publications indicated for present voyage

All navigation charts and publications for voyage are corrected up to NM Week No: **18**

BCL 5 (Passage Plan Appraisal) has been completed as required

All measures should be taken to protect the environment from pollution by the ship and to comply with

All officers and crew members involved have been briefed as required.

Call to Master in any doubt.

Prepared by: 3-rd mate Dmitrij Sochan
Signature

Approved by: Master Viktor Osipov
Signature

Acknowledged
C/Officer Anatolij Volkov
Signature
2-nd mate Jevgenij Uldiakov
Signature

WP	Course	Distance	Total Dist	Lat	Lon
Berth				04° 44.100' N	006° 37.000' W
1	100.0°	0.60 nm	0.60 nm	04° 44.000' N	006° 36.500' W
2 San Pedro Pilot	180.0°	2.00 nm	2.60 nm	04° 42.500' N	006° 36.500' W
3	231.5°	68.21 nm	70.81 nm	04° 00.000' N	007° 30.000' W
4	270.0°	149.63 nm	220.44 nm	04° 00.000' N	010° 00.000' W
5 Cape Verde	305.8°	1094.58 nm	1315.02 nm	14° 40.000' N	025° 00.000' W
6 North America ECA	298.4°	2815.61 nm	4130.63 nm	36° 56.173' N	071° 05.348' W
7 Delaware TSS	298.4°	193.06 nm	4323.70 nm	38° 28.000' N	074° 40.000' W
8	322.0°	20.31 nm	4344.00 nm	38° 44.000' N	074° 56.000' W
9 Delaware Bay PI Stn	302.7°	5.56 nm	4349.56 nm	38° 47.000' N	075° 02.000' W
10	339.9°	9.05 nm	4358.61 nm	38° 55.500' N	075° 06.000' W
11	337.6°	10.39 nm	4369.00 nm	39° 05.100' N	075° 11.100' W
12	324.7°	6.98 nm	4375.98 nm	39° 10.800' N	075° 16.300' W
13	335.9°	3.51 nm	4379.49 nm	39° 14.000' N	075° 18.150' W
14	318.3°	17.95 nm	4397.44 nm	39° 27.400' N	075° 33.600' W
15	006.9°	1.61 nm	4399.05 nm	39° 29.000' N	075° 33.350' W
16	011.4°	4.09 nm	4403.14 nm	39° 33.011' N	075° 32.300' W
17	335.2°	4.42 nm	4407.56 nm	39° 37.020' N	075° 34.700' W
18	007.6°	0.59 nm	4408.14 nm	39° 37.600' N	075° 34.600' W
19	019.7°	7.20 nm	4415.34 nm	39° 44.380' N	075° 31.450' W
20	084.7°	1.83 nm	4417.17 nm	39° 44.550' N	075° 29.085' W
21	026.4°	2.74 nm	4419.91 nm	39° 47.000' N	075° 27.500' W
22	056.9°	4.22 nm	4424.12 nm	39° 49.300' N	075° 22.900' W
23	052.0°	2.03 nm	4426.15 nm	39° 50.550' N	075° 20.820' W
24	064.7°	0.87 nm	4427.02 nm	39° 50.920' N	075° 19.800' W
25	105.4°	3.15 nm	4430.16 nm	39° 50.084' N	075° 15.850' W
26	043.1°	1.60 nm	4431.76 nm	39° 51.250' N	075° 14.430' W
27	053.7°	2.69 nm	4434.45 nm	39° 52.840' N	075° 11.610' W
28	089.4°	0.96 nm	4435.41 nm	39° 52.850' N	075° 10.360' W
29	093.4°	0.85 nm	4436.26 nm	39° 52.800' N	075° 09.250' W
30	074.0°	0.47 nm	4436.73 nm	39° 52.930' N	075° 08.660' W
31	016.5°	0.92 nm	4437.65 nm	39° 53.810' N	075° 08.320' W
32	032.1°	0.65 nm	4438.30 nm	39° 54.360' N	075° 07.870' W
33	000.0°	0.41 nm	4438.71 nm	39° 54.770' N	075° 07.870' W
34	345.1°	0.24 nm	4438.95 nm	39° 55.000' N	075° 07.950' W
Philadelphia Pier 84S	270.0°	0.12 nm	4439.06 nm	39° 55.000' N	075° 08.100' W

Prepared by: 3-rd mate Dmitrij Sochan

Signature

Approved by: Master Viktor Osipov

Signature

Acknowledged

C/Officer Anatolij Volkov

Signature

2-nd mate Jevgenij Uldiakov

Signature

	43	180
	5	180
	333	-180
	311	-180
	327	-180
	276	-180
	227	-180
	246	-180
	270	-180
	311	-180
	5	180
	324	-180
	298	-180
	307	-180
	323	-180
	340	-180
	314	-180
	337	-180
	358	-180
	34	180
	11	180
	35	180
	40	180
	16	180
	33	180
	42	180

Nautical charts:	BA:	3099	1362	3139	4012	4403	2861
		2563	2564	2603	2604		

Reporting points

No	Chart Nr.	WP Nr..	Reporting position Lat. / Long.	Reporting Center (Station)	Report type	Ch.	Correspondin g Publication
1	3099	01	04 25.500 N 006 36.600W	San Pedro Pilot	VHF	12	286(8)
2	2861	07	38 27.300 N 74 41.800W	Cape Henlopen Pilot	VHF	14, 16; 13	286(5)
3	2564, 2603, 2604			Delaware Maritime Exchange	VHF	13, 14, 16	286(5)

Prepared by: 3-rd mate Dmitrij Sochan

Signature

Approved by: Master Viktor Osipov

Signature

Acknowledged

C/Officer Anatolij Volkov

Signature

2-nd mate Jevgenij Uldiakov

Signature

Leading Lines information

Chart No	Direction	Name or position
----------	-----------	------------------

Parallel indexing information

No	Chart No	Conspicuous marks (name or position)	Direction	Distance	ALL (page), Remarks
----	----------	--------------------------------------	-----------	----------	---------------------

ADDITIONAL NOTE/ COMMENTS/ INSTRUCTIONS

M/V RAGUVA

Voy No

2014 032

From

San Pedro

Date

To

This sheet covers Waypoints Number(s)		FROM	Berth	TO	Pier 84S
---------------------------------------	--	------	-------	----	----------

1

General Comments

Reporting points and calling point, parallel Indexes, bearing, distances marked on a chart.
N. G. A. are marked on the charts, Bombing & Gunnery are marked on the charts.

2

Communications

	San Pedro			Philadelphia	
	Station	VHF		Station	VHF
	Port Conrol	12, 16		Port Conrol	20, 74
	Pilot	12 16 14		Pilot	14, 16, 13
	Agency			Agency	
	Emergencies	12, 16 16		Emergencies	

3

Emergency Procedures Contingency Plan

As per Company ISM - CODE, Emergency Procedures, SOPEP and BPG Emergency Check List (Part C)

4

Hazards / Hazardous areas are marked on the charts.

Current / Sea diagram in NP - 136 "Ocean Passage for the World", route charts & Atlases

Tides / See tables & Tidal Predictions of this passagev plan.

Weather Data / From INM - C, & VHF, Navtex st. P, U, B, N; Weather FAX

5

Bridge Manning / ER Status

OOW & AB / MMS during Open Sea Passages.

OOW & Master, AB / MMS during Coastal Water Passages

6

Position Fixing Methods and Intervals (at least two independent methods should be used):

Ocean Passages - Every two hours-GPS. Celestial oservation - When possible.

Sea Costals Waters, TSS - Every 30 min, increasing intervals to every 6 min, in externally confined water & port arrival/departure - Visual bearing, Radar range/bearing, Electronic Aids, parallel Indexing.

Restricted shallow Waters - Every 15 min, increasing to 5 min.

Port arriv/depart - Minimum of every 5 min. increasing req. as necessary in critical areas as directed by Master - as above.

Note: Passing dangerous objects position fixing intervals to be every 5 min.

7

Master's Comments (When to Call / Cautions / Special Instructions):

As Master's Standing Orders & Bridge Night Book

Call to the Master in any doubt.

Parallel Index Distances marked on Charts

Philadelphia

[illegible]

Prepared by:	3-rd mate	Dmitrij Sochan	Signature
Approved by:	Master	Viktor Osipov	Signature
Acknowledged	C/Officer	Anatolij Volkov	Signature
Acknowledged	2-nd mate	Jevgenij Uldiakov	Signature